

RUDDER FLUTTER

Idaho Transportation Department, Division of Aeronautics

To foster, develop and maintain Idaho's aviation programs, facilities and services

VOLUME 43, NO. 4

FALL 1997

In Memory of I.E. "Lyn" Clark January 10, 1933/Ketchikan, AK

On Friday, July 25, 1997, Lyn Clark, McCall Air Taxi's Chief Pilot, was killed in Idaho backcountry.

Lyn was with a student in his Cessna 182 near the Root Ranch in Chamberlain Basin when the accident occurred killing both Clark and David Nenow of San Diego, CA.

Lyn's love for flying began when she won a raffle for a glider flight in 1966. She continued her interest in flying and earned her private license in January of 1969 and her commercial license in September of that year. She originally gave flying lessons at Bradley Field in Boise and later moved her flight school to McCall in the early 1970's.

Lyn was the first pilot hired by McCall Air Taxi and flew for them for 20 years, logging over 14,000 hours of flight time. She was the first woman certified by the U.S. Forest Service and was a certified instructor for flight instructors. She received many certificates of recognition through the years from the State of Idaho, Civil Air Patrol and other national agencies.

Lyn, with the help of Amy Hoover and Lori McNichol, conducted FAA certified Seminars on Mountain/Canyon Flying; teaching pilots how to navigate safely the backcountry airstrips that she dealt with on a daily basis. Those of us who flew with her will remember that she advocated, know your airplane's basic characteristics of flight, know the requirements of the

terrain, and know your own capabilities. No short cuts; no sloppy performance; bumpy air, no excuse!

The Idaho Aviation Association is placing a tree, bench, and plaque at McCall next to McCall Air Taxi to honor Lyn for her dedication to flying. Anyone wishing to participate can send donations to the Lyn Clark Memorial Fund, c/o IAA, P.O. Box 15651, Boise, ID 83715.

The truly lasting things we can leave behind are memories; Thank you my good friend for so many wonderful ones.

HIGH FLIGHT

*Oh, I have slipped the surly bonds of earth
and danced the skies on laughter-silver wings;
sunward I've climbed, and joined the
tumbling mirth of sun-split clouds — and
done a hundred things you have not dreamed of
— wheeled and soared and swung high
in the sunlight silence. Hovering there,
I've chased the shouting wind along, and
flung my eager craft through footless halls of air.
Up, up the long, delirious, burning blue I've
topped the windswept heights with easy grace
where never lark, or even eagle flew.
And, while with silent, lifting mind I've trod
the high untrespassed sanctity of space,
put out my hand,
and touched the face of God.*

By John Gillespie Magee, Jr.

John died in December, 1941 at the age of 19. He was an American pilot serving with the Royal Canadian Air Force in England.

Sincerely, Joyce Merrill (friend, student, and neighbor)

The staff of the Idaho Division of Aeronautics sends their condolences to both Lyn's and David's family and friends. We will miss you both in Idaho's "aviation family".

ADMINISTRATOR'S COLUMN

By Bart Welsh

Hey, you all be careful out there you hear? If we keep going the way we are, 1997 will go down as one of Idaho's worst years as far as aircraft fatalities. Each of these tragedies strike at the very heart and soul of the activity we all love.

The first question we invariably ask is why or how could that have happened? What went wrong? When a highly skilled pro such as Lyn Clark dies it seems almost unexplainable. But what can we learn? What is the common thread? Why does this column devote so much time to safety? Because the common thread is that most accidents are preventable.

Airplanes are devices created by people to utilize the laws of physics. These laws are inflexible and never change. The reactions of our aircraft to those laws are totally predictable. We should never be surprised by how a plane responds. There are limits of physical abilities of our bodies and there are limits of airplane abilities. As the pilot in command we are responsible for flying our airplanes within those limits.

What goes wrong is that we want to "push" those limits. The scary part is that most of the time we get away with it. When this happens we think that the limit may be a little "soft". This is often the seed that grows into tragedy. The fact is that we did exceed the limit and it is only that other factors saved our bacon: we were a little light, we had a supportive air current or the surrounding terrain allowed us to sink to gain airspeed. We did not outsmart physics and we did not get away with anything. We were just **lucky**.

The secret to safe flying is to not get yourself into extraordinary situations where it takes extraordinary actions to get yourself out. Stay safely within the plane's and your comfort zone. Do not fly low and slow, do not fly into bad weather, do not do

high "g" maneuvers close to the ground, do not do things that are anywhere near the airplane's or your ability limits.

We as pilots are blessed with the ability to go places, do and see things that few others can. Every one of us that has had a close call in an airplane can always sum up the situation the same way. We all did something "dumb". The difference is that somehow we survived. We all know how to fly safely. We know what is required to stay sharp and current. We know the airplane's and our own limits. Stay sharp, stay current, stay safely within the plane's limits and do not do things that are just plain "dumb". **Please be careful. Let's not lose one more plane, one more passenger, or one more pilot.**

IN MEMORY OF JOE CENARRUSA

Idaho's aviation family lost another great individual - Joe Cenarrusa, 49, of Boise was killed when his single engine airplane crashed September 9th near Horseshoe Bend. Joe was known for his great humanitarian efforts in the Treasure Valley and his tremendous love of aviation. Through his Red Robin Restaurants he helped many individuals and organizations. His efforts will be continued through his wife, Jean and sons, Andrew and Tyler in an organization they have formed called "Joe's Kids". Joe will be missed by all who knew him.

IDAHO TRANSPORTATION DEPARTMENT

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Website: <http://www.state.id.us/itd/aerohome.htm>

Editor of the *Rudder Flutter*, Frank Lester

SIXTH ANNUAL AVIATION CAREER EDUCATION ACADEMY aka ACE

By Tim C. Peterson, 1997 ACE Chairman

Build it and they will come. For the sixth time, a very successful academy was held in August of this year in Boise thanks to the enormous effort and commitment from a lot of fine folks rich with tenacity. ACE brought a warm thanks from all 30 young adults who had been selected to participate in this year's academy.

ACE exposed these young adults to careers in aviation from being an airport manager to being an astronaut. The grand event at this academy was a flight from Boise to one of Idaho's pristine backcountry airports, Garden Valley, and then on to Caldwell. A big thanks goes out to the pilots from the Idaho Aviation Association who provided their time and aircraft for this event.

There were tours of air traffic control facilities, Automated Flight Service Station, Boise Airport Terminal, Air Guard, Army Guard, FBOs, aircraft manufacturing, and the Warhawk Air Museum. In addition, presentations by Embry Riddle Aeronautical University on the need for education, and a panel of various aviation professionals, who took their precious time to participate, kept the students attention for three full days.

I personally want to thank the Idaho 99s, the Idaho Aviation Association, Idaho Aviation Hall of Fame, FAA, Warhawk Air Museum, Reflections Restaurant, Boise Air Service, BobKat Aviation, Avid Aircraft, the Colson family, John Maakestad, Don Wiggins, Beverly Niquette, Byron Schmidt, Jan Peterson, Pam Staton, and **countless** others. Thank you also to the families that volunteered to host an out-of-town student in their home and those individuals/groups that sponsored a student.

If you are interested in becoming involved or in hosting/sponsoring a student for 1998 please contact Pam Staton at the Division of Aeronautics, (208) 334-8776.

IDAHO AIRPORTS

By Mark Young, Airport Maintenance Manager

Another season has nearly come and gone, with still more first time visitors staying at our airports. We would like to thank those individuals who graciously took the time to write us letters of thanks, and for the comments overheard regarding facilities and caretakers.

I would like to extend a special "Thank You" to our caretakers/hosts at the following locations for going above and beyond to make visitors welcome, and to ensure the facilities were clean and in good condition: **Johnson Creek** - Gene and Cody Hargett, **Smiley Creek** - Art and Jennie Moretti, **Cavanaugh Bay** - Gene Nett, **Garden Valley** - Bob Rowland and Lonnie Stines. These individuals have been released for the season, but will hopefully return next year. They have served us well, and we are proud of the commitment each has made to their respective airport.

We would also like to extend our thanks to those groups having adopted airports and once again lending us a helping hand. The Idaho Aviation Association, Civil Air Patrol, Idaho 99's and Snake River Brush Pilots have been especially helpful this year. Thanks to all of you.

We realize that many pilots have special interests in one or two specific airports, and as a result we receive phone calls asking if we can do something to improve that location. These requests range from jobs that seem minor in nature to projects that are somewhat more complex. Some of those airports we have received comments and/or requests on are Laidlaw Corrals, Smith's Prairie, Porthill, and Magic Reservoir.

We know these particular airports are somewhat rough and in need of attention, however when considering the amount of traffic each receives when compared to other state-owned airports, we must put our limited funds into those having a higher utilization. We ask that you please bear with us until some of our projects are completed at the more heavily used facilities, thereby allowing us to get to the lesser-used strips. Thank you in advance for your patience.

Anatomy of a good Weather Briefing

By Don Wiggins, FAA, AFSS

A good weather briefing starts with developing an awareness of the overall "big picture" before attempting to get a detailed weather briefing. At many locations, you can learn about the big picture by listening to the TWEB (Transcribed Weather Broadcast) or TIBS (Telephone Information Briefing Service), or by watching a good television weather report such as AM Weather. The AOPA Handbook for Pilots and other aviation reference materials list the sources of weather information. When you are ready to call for a weather briefing, the telephone number for the Federal Aviation Administration may also be found in these sources.

A universal toll free number for Flight Service Stations has been established. You may dial **1-800-WX-BRIEF (1-800-992-7433)** and you will be switched automatically to the Automated Flight Service that serves your area. When you reach the Automated Flight Service, you will be answered by a recorded announcement which includes the name of the facility, followed by instructions for both touch tone and rotary users. Touch tone users can elect to talk to a Briefing Specialist, or any of the direct access services, or can select a menu which identifies those services and the associated code for each. The direct-access services available from the Automated Flight Service Stations are recorded weather and aeronautical information and "fast-file" flight plan filing. If you are using a rotary dial phone or pulse tone equipped telephone, you will automatically be switched to a specialist, who will provide the information desired or if requested, switch you to one of the direct-access services.

So that your briefing may be tailored to your needs give the specialist the following information:

- Your qualifications, e.g. student, private, commercial, and whether instrument rated
- The type of flight, VFR or IFR

- The aircraft's registration number, if you do not know the registration number, the pilot's last name
- The aircraft type
- The departure point
- Your proposed route of flight
- Your destination
- Your proposed flight altitude(s)
- Your estimated time of departure (ETD)
- Your estimated time enroute

Request that the specialist give you a standard briefing. Then **LISTEN** to the briefer. The specialist will be following procedures and phraseology used by the FAA personnel providing Flight Services. The specialist will advise you of any adverse conditions along your proposed route of flight. When VFR flight is proposed, and conditions make VFR flight questionable, the specialist will describe the conditions and may advise that "VFR flight (is) not recommended." If this occurs or if you feel the weather is clearly beyond your capabilities (or that of your aircraft or equipment), you should consider terminating the briefing. This will free the specialist to handle other incoming calls.

The specialist will summarize weather reports and forecasts. After the conclusion of the briefing, if there is anything you **do not** understand about the weather briefing, let the specialist know. If terminology is used that you do not understand, ask the specialist to explain it. A specialist who talks too fast, should be asked to speak more slowly. The amount of information in your briefing will depend upon how complicated the weather situation really is. Remember, if the weather situation really is "iffy," expect - and insist upon - a standard weather briefing. It is both your legal responsibility and your prerogative as a pilot to do so.

BOISE AUTOMATED FLIGHT SERVICE STATION

For preflight briefing and flight plan filing in Idaho:

1-800-WX-BRIEF = 1-800-992-7433

Clearance deliver or closing flight plan only:

1-800-253-3459

Standard Preflight Briefing

At a minimum, your preflight briefing should include the following elements:

Adverse Conditions - Significant meteorological and aeronautical information that might influence you, the pilot, to alter your proposed route of flight, or even cancel your flight entirely (e.g., thunderstorms, icing, turbulence, low ceilings or visibility, airport closures). Expect the Briefing Specialist to emphasize conditions that are particularly significant, such as low level wind shear, embedded thunderstorms, reported icing or frontal zones.

Synopsis - A brief statement as to the weather (e.g., fronts or pressure systems) which might affect your proposed route of flight.

Current Conditions - When your proposed time of departure is within two hours, a summary of the current weather, including pilot reports, (PIREPs), applicable to your flight will be given.

EnRoute Forecast - Expect the specialist to summarize forecast conditions along your route of flight, in a logical order, i.e., climb out, enroute, and descent.

Destination Forecast - The destination forecast for your planned ETA will be provided, including any significant changes within one hour before and after your planned time of arrival.

Winds Aloft - The specialist will summarize forecast winds aloft for the proposed route. Temperature information will be provided upon request.

Notice to Airman (NOTAMs) - "current" NOTAMs pertinent to your proposed route of flight will be provided. However, information on military training routes and areas (MTR and MOA), along with **Published NOTAMs** and Special Notices, must be specifically requested.

Do not forget, first give the specialist the flight information needed to compile a good briefing; then listen to the briefing. Ask questions if you do not understand or need more information.

Abbreviated Preflight Briefing

Request an abbreviated briefing when you need information to supplement mass disseminated data, update a previous briefing, or when you need only a few specific items. Provide the specialist with the appropriate background information, the time you received the previous information, and/or the specific item you need. You should indicate the source of the information already received, so the specialist can limit the briefing to the information you do not have and/or any applicable changes since your last briefing. To the extent possible the specialist will provide the information in the sequence of the Standard Briefing. If you request only one or two specific items, the specialist will advise you if any adverse conditions are present or forecast. Details on these conditions will be provided at your request.

Outlook Preflight Briefing

You should request an Outlook Briefing whenever your proposed time of departure is six hours or more from the current time of the briefing. The specialist will provide available forecast data applicable to the proposed flight. This type of briefing is to provide information for planning purposes only. You should obtain a Standard Briefing prior to your departure.

One Last Word

At this time there is a committee, studying the further closures of Automated Flight Service Stations. So if you do not want to lose them, let's **use them!** This is a totally free service, provided by your tax dollars, and yours for the asking...



The following story was condensed from an article written by John Ferguson, who had a forty year career with the Forest Service. John was in charge of establishing a new smokejumper base in McCall in 1943, the year the following event occurred. The original article is twenty pages long, and well worth reading. Our Division has copies of the uncondensed version available upon request.

SEARCH FOR THE DOWNED

By John Ferguson

On March 20, 1943 a B-17F "Flying Fortress" departed Walla Walla, Washington on a training flight. The weather at Walla Walla closed in and the tower instructed the crew to fly to Gowen field in Boise. Around 8:00 p.m. the pilot, 2d Lt. Joseph Brensinger estimated that about ten minutes of fuel remained and ordered the crew to bail out. He turned the landing lights on before leaving the plane. The empty aircraft continued on, flying to the Northeast, then East, and then to the Southeast. Several people at homesteads along the Middle Fork of the Salmon River saw the B-17 flying along erratically, with lights on - not knowing that the crew had left it some time earlier.

Several Forest Service people in the Challis area saw the aircraft make an elongated circle, drifting towards the Pahsimeroi Valley to the Southeast. Rangers were alerted to the situation, with one ranger watching it disappear behind a ridge and crash in Crane Basin in the Lost River Mountain Range. The B-17 had flown for one hour and twenty minutes and close to 150 miles after the crew had bailed out. Obviously, the estimate of remaining fuel had been in error. The wreckage was searched, but no bodies were found.

Four military UC-78 "Bobcats", along with several CAP planes from Twin Falls arrived to begin search operations. Penn Stohr, the legendary Idaho mountain pilot began a search from McCall, and then out of Challis and Stanley (Stohr flew over 100 hours in Travelaire N623H during the course of the search). On April 3rd, one of the CAP planes crashed within

two miles of the B-17 wreckage when it encountered rough air and hit a ridge. The plane was not badly damaged and the pilot and observer walked away from it.

On April 5th, Capt. Bill Kelly and Lt. Arthur Crofts Arrived in a Staggerwing Beach from Hill AFB to join in the search. Forest Ranger Charley Langer thought the B-17 might have flown over Cape Horn and volunteered to fly along in the Staggerwing since the search efforts might extend into his ranger district. The four Bobcats and the Staggerwing departed from Challis on their search mission at 2:45 p.m. The Bobcats returned to Challis at 5:30 p.m., but the Staggerwing did not. A search was launched for the Staggerwing on April 6th. The wreckage was spotted on April 13, NW of Stanley and East of the Middle Fork. There was not any sign of life. Rescuers reached the crash site on the afternoon of April 14. There were no survivors. The rescue team removed the bodies to the end of the road at Cape Horn and Penn Stohr flew the rescue team and bodies to Stanley.

In the meantime, five of the missing B-17 crew were found at the Indian Creek Guard Station on the Middle Fork. The airmen tried to get the Forest Service phone to work to no avail. They finally found the phone cut-off switch on a pole and reached help on the afternoon of April 5th, the same day the Staggerwing crashed. Penn Stohr flew them from Indian Creek to Cascade in his ski-equipped Travelaire. The search continued for the rest of the missing airmen. Four additional crew members were located the next day by ground searchers along the Middle Fork of the Salmon. The last to be located was the pilot who was found huddled under a tree along the bank of the river. He was in extremely bad condition.

One airman, S/Sgt. Van Slager was never located, nor was his parachute. It was felt that he probably fell into the river near Artillery Rapid and drowned. Stories have persisted for many years of a "ghost" walking that stretch of the river. The search was finally halted on April 24, ending one of the most spectacular search and rescue missions in the history of the nation.

WEATHER OR NOT

I was busy exploring the inner reaches of my mind, when...

"Hey, Frankie, it's that time of year again!"

"Who said that? Is that you John? Is this a ramp check? Hey, I've been good!"

"Naw, I'm that little voice in your head that questions your judgement from time to time. Don't you think it's time to dust off your instrument procedures? Weather's changin'. Maybe you should review cold weather procedures and review your **emergency procedures for inadvertant flight into ice or weather.**"

"Emergency procedures for inadvertant flight into ice or weather?!?!?! Hmmm! I don't remember anything in the POH about that? In fact I can't remember when I last read my POH! My instructor never told me about any such procedure? I didn't see one in the FARS or the AIM? I guess I don't need one!"

"Whoa, big fella! Let's rethink that last comment. Consider this: the MEA for many routes we fly here in Idaho is at or near the service ceiling of most common single engine aircraft. So now if you're cruising near the MEA service ceiling and pick up a load of ice, what are you going to do? Climb? How about this: The freezing level is usually at or near the ground. Any visible moisture (i.e., fog, which is very prevalent during the winter) will put ice on your aircraft. Is your aircraft equipped with anti-ice or deice equipment? What type of ice is your aircraft approved to fly in? Do you have an IFR certified cockpit? When was the last time you flew "**hard**" IFR (by yourself)? How is your **proficiency** not your currency? Any experienced pilot will tell you that an approach, under the hood, with an instructor, on a clear day is a far cry from an approach in weather, with turbulence and ice, and maybe a sick bird or a sick passenger. Maybe you should think about a plan and mentally practice it before each flight."

"Da!"

It is probably a very good idea for each of us to step back and do a little mental preflight to get ready for this annual ritual. To assist you, we have reprinted an article from a previous *Rudder Flutter* on winter flying. It is worth reading.

THINGS TO REMEMBER ABOUT ICE

1. Remember, there is no such thing as a little ice. Have an icing escape plan ready before you take off and use your "out" at the first sign of ice.
2. Turn the pitot tube heat on briefly during preflight and feel it to be sure it is working. Have it on well before entering clouds or reaching freezing temperatures.
3. Icing is very common over mountainous areas because of the lifting action and in the lee of the Great Lakes because of abundant moisture. Use extra caution in these areas and remember that alternate airports with instrument approaches may be scarce in the mountains.
4. When there is a chance of ice, be sure that you can reach warmer than freezing temperatures, either above or below your altitude, or clean air, within the performance of your aircraft.
5. If you are topping clouds to stay out of ice, remember that the "tops" become higher near the LOW-pressure center.
6. If you are flying an aircraft equipped with deicing boots, it is a good idea to cycle the boots periodically, even when ice is not expected. This keeps valves in the pneumatic system from sticking.
7. If climbing above an icing layer, do not climb at a steep angle of attack. This can allow ice to form on the underside of the wing, which quickly degrades performance.
8. Pass along icing and cloud top information to Flightwatch on 122.0.

Continued on page 8

9. When considering PIREPs for ice encounters, remember that aircraft of different sizes and wing shapes accumulate ice very differently. Look for reports on aircraft types similar to yours.

10. A “zero flap” or “partial flap” landing may be best when landing with a load of ice. Use higher than normal approach speeds. Consult your approved airplane flight manual.

THINGS TO REMEMBER IN GENERAL ABOUT WINTER FLYING

1. If your aircraft’s battery is dead, do not hand prop the aircraft. Have the battery serviced or use external power. Hand propping an aircraft is very dangerous.

2. Flight instruments need extra time to spin-up when they are cold. Be sure the cockpit is warmed-up and gyros are up to speed before takeoff.

3. Take blustery winter headwinds into account, especially if flying westbound, when planning for fuel requirements. Also, check wind direction and speed at your destination and be sure it is within the aircraft’s and your crosswind capability.

4. During engine start be cautious about over priming your engine. Have a fire extinguisher nearby in case of emergency. Preheating is the safest way to winter starts and it is easier on the engine.

5. After a snowfall, remember that the landscape will no longer look like the VFR sectional chart. Many landmarks will most likely be snow covered.

6. Check with your destination airport for snow cover and removal operations. Airport surface conditions can change quickly with fast moving winter weather and the latest information may not be in the NOTAMs.

7. Dress for survival when you fly this time of year. Also, pack a winter survival kit.

Information obtained from the U.S. Department of Transportation, Federal Aviation Administration. For copies of this very informative brochure contact: Aviation Safety (202) 267-7770.

Going Global with GPS

As the cost of Global Positioning System (GPS) units decreases, more pilots are using these devices to supplement their other navigational equipment. However, problems can arise when some pilots fail to recognize that GPS is designed to be a *supplemental* - not a primary - navigational aid. A report from a corporate pilot illustrates:

I departed on an IFR flight plan with an IFR-approved GPS. I was cleared direct to ABC, at which time I dialed ABC into the VOR portion of the GPS and punched “direct”. The heading was 040 degrees. After a few minutes, Approach inquired as to my routing, heading, etc. I stated direct ABC, 040 degrees. They suggested turning to 340 degrees for ABC. I was dumbfounded. My GPS receiver had locked to ADC, 3,500 miles away (in Norway)! Closer inspection revealed that my estimated time en route was 21 hours.

I did not verify my position with the VOR receiver. I mistakenly, blindly, trusted a GPS.

Now that is truly **global** positioning!

Other reporters have found themselves somewhere other than where they wanted to be as a result of overreliance on GPS. A general aviation pilot provides an example:

I recently purchased a hand-held GPS, and was anxious to use my new acquisition. Without thinking (obviously!), I punched in XYZ VOR and navigated along the direct route. I did not cross-check myself with the VORs and allowed myself to invade restricted airspace. I tuned in 121.5, and received instructions and polite guidance out of my dilemma. I realized that this is a serious problem and a very stupid mistake.

Reprinted from Callback, NASA’s Aviation Safety Reporting System

CALENDAR OF EVENTS

OCTOBER

- 9-12 NAAA Board Meeting. Coeur d'Alene, ID.
Jay Morris, (208) 365-6968
- 23-26 AOPA Expo. Orlando, FL.
(800) 942-4269
- 30 Idaho Division of Aeronautics Advisory
Board Meeting. Boise, ID.
(208) 334-8775

NOVEMBER

- 2-6 Pacific Northwest Aerial Applicators
Association Convention.
Coeur d'Alene, ID.
Jay Morris, (208) 365-6968
- 15-16 Oregon Air Fair. Portland Convention
Center. Portland, OR.
John Helm, (800) 547-6922

DECEMBER

- 7-10 29th Annual Convention of the Inter-
national Council of Air Shows (ICAS).
Bally's Hotel, Las Vegas, Nevada.
Check website www.airshows.org for more
information.

FEBRUARY

- 14-15 Idaho Division of Aeronautics
Flight Instructor Refresher Clinic. Boise, ID.
(208) 334-8776/1-800-468-5865

MARCH

- 19-21 Idaho Division of Aeronautics - 6th Annual
Idaho Aviation Conference. Boise, ID.
(208) 334-8776/1-800-468-5865

To get your upcoming event published in the *Rudder Flutter* send information to: Rudder Flutter, Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83707-1129. Be sure to include dates, locations, contact person, phone number(s) and any other pertinent information.

NEW RATINGS

PRIVATE

Michael Ballantyne*

Instructor: Santiago Guirrebieta

Shane Belnap

Instructor: Pocatello AvCenter/Nelson

Russell Clark*

Instructor: Eric Gillette

Mark Fults*

Instructor: Robert Patrick

Chad Horton*

Instructor: Robert Russell

Mitch Miller

Instructor: Pocatello AvCenter/Nelson

Kelly Phillips

Instructor: Pocatello AvCenter/Nelson

Jason Vanlue

Instructor: BobKat Aviation/Jon Barnes

Examiner: Dick Miller

Linda Walberg*

Instructor: Dave Rosencrantz

APT MULTI-ENGINE

Frank Martini

Instructor: BobKat Aviation/Jon Barnes

Examiner: Thoville Smith

John Stright, SD3 Type*

CFI

Stacy Pitkin

Instructor: Pocatello AvCenter/Moran

COMMERICAL MUTLI-ENGINE

Patrice Jensen

Instructor: BobKat Aviation/Jon Barnes

Examiner: Thoville Smith

Craig Leymaster*

Instructor: Santiago Guirrebieta

IFR

Hugh Mossman*

Instructor: Steve Bower

George Tice

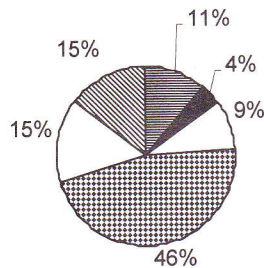
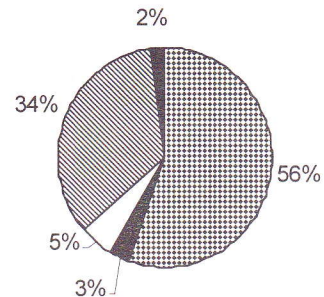
Instructor: Pocatello AvCenter/Robbins

*Indicates Examiner was Dick Williams

REVENUES AND EXPENDITURES FOR FISCAL YEAR 1997

FY97 Revenue \$2,816,381

- Fuel Tax
- Registrations
- Federal Grants
- Beginning Balance
- Misc (incl Courtesy Car)



- Administration
- AvEd/Safety
- Airport Png & Dev
- State Grants
- Airport Maintenance (incl Courtesy Car)
- Flight Operations

FY97 Expenditures \$2,245,814

IDAHO DIVISION OF AERONAUTICS
3483 RICKENBACKER/P.O. BOX 7129
BOISE, ID 83707-1129

(ADDRESS CORRECTION REQUESTED)

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